

SHENANDOAH PIKE TO LOSE TOLL GATES

Announcement has come from headquarters of the American Automobile Association that the Shenandoah Valley Pike, the historic boulevard road connecting Winchester and Staunton, Va., is to be freed from the toll-gate nuisance on and after September 1.

Elimination of tolls on this pike is of special interest to the motorists of Washington and vicinity, as the route serves as an excellent continuation of the tour from Washington via Frederick, Harper's Ferry, and Leesville, traversing the scenic lands of the most historic valley of the Old Dominion.

At Winchester, the northern entrance, is where Washington received its early military training, building forts and block houses to protect Virginia against the Indians. One of these forts, as well as its headquarters, still remains.

During the civil war Winchester changed hands seventy times, four times in one day. The headquarters occupied by General Sheridan and Stonewall Jackson still stand. Today there is little evidence of the stormy times through which the city has passed. The Shenandoah valley, which is especially beautiful early in the spring, is now a beautiful scene. The Shenandoah valley, which is especially beautiful early in the spring, is now a beautiful scene. The Shenandoah valley, which is especially beautiful early in the spring, is now a beautiful scene.

The valley pike is ninety-four miles long and is of limestone macadam, which has received bituminous treatment. Besides the culverts there are approximately 100 steel and concrete bridges, most of which have recently been constructed, at a cost of about \$100,000. The total assets of the company are estimated at \$250,000, divided as follows: Ninety-four miles of road at \$5,000 per mile, \$470,000; bridges, \$100,000; thirteen toll houses, \$20,000; road machinery, \$5,000; cash deposit in bank, \$15,000.

DRIVER A PATRIOT

"The man who is driving a motor truck today is rendering a patriotic service to his community and country," says W. L. Kiesel, secretary and treasurer of the Kiesel Motor Car Company. "In fact, he is a very important spoke in the wheel of democracy, for he is helping America make good on one of her biggest jobs, that of maintaining continuous and uninterrupted transportation of goods and supplies."

DEMAND INQUIRY IN OIL SHORTAGE

Stirred by vague reports of a serious situation regarding the country's oil supply, Congress is seeking all the facts in an effort to provide a remedy. Three efforts are now under way to get before Congress and the country the truth regarding oil, upon an adequate supply of which a great deal of war activity depends.

Call Federal Officials.

These efforts are: A demand that the Bureau of Mines furnish figures on the production, consumption, and reserve on hand of crude oil.

Calling of Fuel Administrator Garfield and his aides before the Senate Finance Committee to explain in detail the autoleas Sunday order and the reason it was confined to the district east of the Mississippi river.

Appeals to President Wilson and members of his Cabinet to straighten out the tangle between House and Senate on the oil and leasing bill. Figures Garfield has submitted forecast a deficit of 1,000,000 barrels this year in gasoline. Figures compiled by oil men for the finance committee show daily depletion of the crude oil reserves of 60,000 barrels. Members of Congress from oil producing States declare production is increasing, and they blame a Governmental policy for this condition.

Conferees Are Deadlocked.

The Senate passed a bill providing public lands bearing oil might be leased to private capital. The House rejected the whole bill, and substituted one providing private capital might keep and continue to operate wells already drilled on the public domain, by paying one-eighth of the oil to the Government. Future development, under the House bill, must be strictly regulated by the Government in the public interest. No lease can be given which does not safeguard from private monopoly the public lands. House and Senate conferees are deadlocked on the two bills.

House conferees declare President Wilson will veto the Senate bill if it is presented to him. They have called Secretary of the Navy Daniels and Secretary of the Interior Lane to tell them next week what effect passage of the Senate bill would have on the Government's oil reserves.

Daniels, according to Congressman Ferris, author of the House bill, fears the Senate bill would open California naval oil reserves to private monopolists, who could then charge the Government whatever they liked for the oil.

BARRACK'S DEATH CONFIRMED.

The death of Frederick Barrack, twenty-two years old, son of Mrs. Catherine Barrack, 818 New Jersey avenue northwest, which was unofficially reported September 8, was confirmed today in the casualty list. Barrack died of wounds received in action. He was a private in Company M, Twenty-third Infantry, Second Division, and served with Pershing on the Mexican border in the District National Guard.

Barney Oldfield Says:



By BARNEY OLDFIELD.

One of the outstanding developments of the past two years has been the rapid popularity achieved by the type of device generally known as vaporizers. Stripped of complications this means simply some form of equipment to inject a certain quantity of water vapor or steam into every explosion of the engine.

Every man who has driven a car knows the sensation of added power that he has with the engine on a damp night, or just before or after a rain storm. We used to say a few years ago that this was all imagination. That a little dampness in the atmosphere could not make any difference in the running of the engine. Since that time, however, scientists have found a way to make us eat our words, for they have proved that water does benefit the engine when it is properly introduced into the fuel charge.

At any rate the modern vaporizer has pretty well proved its value and my readers may be interested in hearing something about how it works and the principles behind it. In the main the vaporizer consists of a water tank connected by means of piping to the inlet manifold above the throttle. A control is provided so that the flow of water may be stopped whenever the driver desires it. In using the vaporizer, the water must not be turned on until the engine has had a chance to become hot, so that the liquid may be turned into steam, which easily mixes with the charge. When the water is turned on after the engine has warmed up, it will be noticed that there is a very definite increase in power. If the water is turned into the manifold before the latter has become hot enough to transform it into steam, it will strangle the operation of the engine, and even stop it.

There is another type of vaporizer, which connects with the radiator filler neck. This draws steam from the water system into the inlet manifold, instead of depending on a tank of its own. However, the types have the same end in view.

Now to try to explain how the vaporizer actually performs a beneficial function in the operation of the engine. It is a fact that heat is a form of power. If the gasoline engine could run twice as fast as it does it would have much greater power. However, there is a limit to the amount of heat that can be allowed, because of the breaking down of the oil film that protects the moving parts when the heat gets excessive. Now the water that is present in the explosive charge absorbs a certain amount of the heat generated in combustion, which would usually be passed on into the water of the cooling system. It retains this heat until later in the stroke, when it releases it, after the first fervid heat of combustion has passed. This withheld heat finds the piston part way down in its stroke when the first force of the impact of the exploding charge is gone and adds its force to speed the descending piston. Briefly then, the water acts as a sort of power storage, absorbing a certain quantity of heat, that is power, early in the stroke and releasing it later on just when it can do the most good. No wonder then that the driver notices an increase in power after a vaporizer has been fitted to his engine.

The friends of vaporized fuel feed claim also that their favorite device will de-carbonize any motor and keep it decarbonized. Frankly, I have never seen any proof that would convince me that a vaporizer could loosen and blow out firmly rooted carbon deposits. When carbon is once firmly settled it does not believe that water, steam or anything else except elbow grease and a scraper can remove it satisfactorily. I think it is possible that when the vaporizer is fitted to an engine that has a light deposit of carbon, one which has not yet had time to get the flake-like consistency that the heavy deposits assume, it may loosen the soft carbon, so that all or much of it may be driven out of the exhaust. This is possible, though I have not seen any verification of it. On the other hand, I do feel fairly certain that when a vaporizer is installed on a car, it will not prevent future carbonization. Therefore, I would advise anyone fitting a device of this sort to have the cylinders thoroughly cleaned before they are put on the vaporizer. In those circumstances the car owner's carbon troubles will very likely be at an end.

I have noticed statements made by car owners who claimed that the addition of a vaporizer stopped chronic cases of pre-ignition and knocking. This may be true, but is entirely true, and yet it would not mean that the water device had cleaned the cylinders of all carbon. If the water, and steam, carried away the outstanding particles of carbon, those tiny flakes that get red hot during combustion and retain their glowing heat long enough to fire the incoming charge, the troubles mentioned would be remedied, and yet the motor would have its basic deposits of carbon.

I have noticed a number of questions asked in regard to why water fed by a vaporizer is beneficial, whereas water in the gasoline tank will play havoc with the whole operation of the engine. The reason for this is simple. If water is put in the fuel tank it passes down through the fuel system and enters the carburetor. Now the opening in the carburetor is made to handle gasoline, which is a very much finer liquid than water. That is to say the minute globules that make up the fluid we call gasoline are much smaller than those comprised in water.

Therefore, the water will not pass through the minute orifices designed to admit the conventional motor fuel. The drop of water forms a barrier at the carburetor tube, and the flow of fuel to the cylinders is interrupted. In the case of the vaporizer the water is fed in after the gasoline has been passed through the carburetor and is in the form of a spray, ready for combustion. This spray is met by the water which is flashed into steam and the two mingle, with only beneficial effects.

It has long been a practice of kerosene engine drivers to inject a little water in the inlet manifolds of their engines. Perhaps our vaporizer designers got the idea from this practice. At any rate we are certainly justified in saying that the installation of a vaporizing apparatus will increase the power of an engine, will give more miles per gallon of fuel, and will certainly not have a bad effect on the matter of carbonization. In other words there is nothing to be said against the use of such devices and there is much in their favor.

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ORDERS 20,000 CARS FOR ARMY

PITTSBURGH, Sept. 14.—The director of steel supply is seeking larger supplies of steel for the war program. With James B. Bonner, the American Iron and Steel Institute's representative in distribution of steel orders, he met members this week engaged in the actual carrying out of the Government's orders.

He met the special subcommittee of the American Iron and Steel Institute at Washington, and on Wednesday there is to be a general meeting of the iron and steel trade in New York.

While means are sought for confining the steel supplies still more closely to the direct war program, the chief aim is to increase production. While the iron and steel output is satisfactory by comparison with conditions last winter and practically throughout 1917, it is not equal to the rated capacity, being in pig iron at between 90 and 95 per cent, and in steel ingots at not more than 80 per cent. Actual tonnage outputs are running heavier than in 1916 because there is more capacity, the 1916 production having been fully equal to the existing capacity.

The subcommittee on Scrap Iron and Steel of the American Iron and Steel Institute has addressed a letter to all makers of open-hearth, crucible electrical steel, declaring that there is a flagrant abuse of paragraph 2-C of the scrap regulations, which covers certain descriptions of low phosphorus scrap, not altogether low enough in phosphorus to be guaranteed as .04 per cent, or under, which is the guarantee with 2-A and 2-B. The material is priced at \$34.

Much material had been traded in at \$34 when it was properly heavy melting steel, which is priced at \$29. "Drastic action" against violators is threatened if the practice is not stopped. The American Board of Scrap Iron Dealers has addressed a similar letter to its members, also referring to "drastic action." This is the first notable case of violation of the general program of iron and steel price fixing.

OIL REPLACES CROPS

NEWTON, Kan., Sept. 14.—As a get-rich-quick instrument, an oil well easily leads. A year ago C. W. Meslander, of Newton abandoned his farm of 100 acres sixteen miles east of town and took a job in the Newton Mill in order to make a living. Crop failures had discouraged him.

Lately in consideration for the signing of two leases on one of his eighty-acre farm, to the Tidal Oil Company of Tulsa, and the Carter Oil Company, he received two checks totaling an even \$20,000, and still retains a one-eighth interest in any oil that may be discovered beneath the land.

"ASK ME?" Questions Answered by Barney Oldfield

Q.—Has an entirely successful kerosene carburetor for Ford cars been put on the market? Will kerosene damage an engine? Is there any objection to the use of kerosene in a Ford? Will a gallon of kerosene furnish as much mileage as a gallon of the usual grade? J. W. C.

A.—In regard to a successful kerosene carburetor for Ford cars, it depends on what you mean by entirely successful. Dozens of carburetors and devices on Fords handle the heavy fuel very well. Kerosene will not damage a Ford in any way. The only objection is that flexibility may be reduced and possibly greater carbon deposits made. A gallon of kerosene with a good carburetor device should furnish at least as much and possibly a little more mileage than gasoline. It depends upon adjustment and the device used.

Q.—Please advise me how to remove tar spots from my car. E. C. N.

A.—To remove tar spots from your car apply kerosene locally or salt butter will do the job. There are also special tar-removers which are sold by many garages. Your dealer can explain the virtues of these.

Q.—I have a Dodge. Please tell me how to keep the valves clean once they are ground in the usual way. Have tried Johnson's carbon remover and kerosene, but a heavy oil. Any information will be gratefully received. J. D. S.

A.—Do not use kerosene in your engine to remove carbon. You probably use a hot air tube and the engine backfires going down hill, but seems to do well on an ordinary pull. The throttle is set so that the motor just turns when standing. What causes the backfiring? Ignition seems O. K.; compression is good and no carbon, yet I only get about nine miles per gallon of gas. What do you suggest? J. B. H.

Q.—I have a Rambler from which I do not seem to get the service I should. I cannot use a hot air tube and the engine backfires going down hill, but seems to do well on an ordinary pull. The throttle is set so that the motor just turns when standing. What causes the backfiring? Ignition seems O. K.; compression is good and no carbon, yet I only get about nine miles per gallon of gas. What do you suggest? J. B. H.

A.—Try either a Zenith or Stromberg carburetor. Some kerosene carburetors are good, but if you are particular about car performance I advise you not to install one on this car. I have not tested the carburetor you mention, and cannot tell you its value.

INVESTMENT IN CAR NOW IS ADVISABLE

"The man who needs an automobile will never see the time when he can invest in one to better advantage than right now," says a local auto dealer. "Certainty of a greatly reduced production gives an additional money value to every good car in existence. I will risk the prediction that those who buy cars this fall can, providing the war goes on, sell them next spring for every dollar of the cost. This goes for closed cars as well as open ones."

"The majority of people who drive cars simply have to have them in order to keep up with the work they are called upon to do. This will be increasingly true with the inevitable congestion of means of transportation due to automobile curtailment. "It has been conservatively estimated that a million new cars a year are necessary to replace those that annually are made useless through age and wear. The answer in the face of a curtailed production is plain enough. The public will have to pay a high price for cars or go without, and going without is to limit efficiency. Hence the investment now in a good, fairly priced car is a gilded proposition."

It is not the United States army or the United States navy that is at war with Germany. It is the United States of America. This means you. What part are you playing in the war? You can help by buying War Savings Stamps.

FARMERS ESCHew PLEASURE DRIVING

"The automobile used as a pleasure car has disappeared from the farm," writes the proprietor of a large stock farm and feed yards at Clifford A. Williams, director of sales of the Kiesel Motor Car Company.

"The automobile has become a necessity, and particularly so under war conditions. The average car owner who lives in the country is using his car very little for pleasure. Instead he is using it quite extensively in his business."

"My own car has been driven something over 8,000 miles, and considerably less than 1,000 miles have been used in anything but what could be called for pleasure purposes. Anything that will increase the cost of operating cars, tractors, or other gas machinery on the farm is going to be that much of a detriment to the farmer in producing his crop, particularly so at this time when the farmer has been called upon to produce away in excess of any previous efforts. "Man power is becoming less and less, and the farmer is using machinery more to take the place, as much as possible, of the loss that he is suffering for the lack of help. The automobile does much to make up for the present scarcity of available labor."

Let the noise of quarters and delirium pouring into the U. S. Treasury announce to the world that this country is united. Buy War Savings Stamps.

Immediate Delivery

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REO and PEERLESS Touring Cars

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That Order Regarding Steel Curtailment

SAXON

"6"

You've heard it talked about.

There's no secret about it.

It actually looks as if the Government would be forced to say, "No more passenger cars after January 1st."

Now, the Government doesn't want to stop automobile production if it can help it.

But there's no other way out.

The steel is needed for war purposes

And winning the war comes first—with you and us.

But—you can see what will happen if the order is issued.

Every automobile in the country will immediately increase tremendously in value. That's why we urge you to buy your Saxon "Six" right now.

It will be the most profitable investment you can make.

We won't take the time nor space to talk about Saxon "Six" here.

You know the car. It's always been rated as an exceptional car and a wonderful value.

It's a practical, economical car that is rugged and enduring.

Place your order now. You can't afford to delay a day.

That order may come any day. We don't know.

Service Announcement

That Saxon owners may at all times be able to obtain prompt service we have arranged with J. L. Shortridge, 5th and K Sts. N. W., to honor our service coupons. This is an addition to our service department at 1430 Church St., which we will continue to operate.

Henderson Motor Car Co.

932 14th St. N. W.

F. S. CARMODY, President

Telephone Frank. 5611.

NEED GOOD ROADS FOR WAR FREIGHT

There is no question about it—goods, supplies, materials of every description will have to be moved by motor trucks this winter. It will soon be a question as to whether they will be moved fast or slow—at a high expense or low cost—on a definite or an indefinite schedule.

And the determining factors as to which, how, when and how much are the roads over which they must pass. "Put your roads in order" has become the slogan in every part of the country. Fill up the mud holes, level the grades behind the snow flies. Bad roads slow up industrial transportation just as much as the burning of bridges retards the progress of an army.

"If every road in the country was a Lincoln highway, our transportation problems would be the least of our worries," says a prominent automobile dealer. "Never have we produced as much as we are now. If we do not use the same caliber of action in the matter of quick transportation as in quick production, we are going to fall down. The motor truck has been called the railroad competitor as well as its ally. To my mind, it is every community's protector against famine."

HOUSE IN DISPUTE

George P. Harrell has filed suit against Sylvester R. Bowen and Mabel E. Bowen for the possession of the house at 1206 Decatur street northwest. Harrell alleges that he bought the property and paid the purchase price to Mr. and Mrs. Bowen from May on condition that he could have possession September 10. He also informs the court that Bowen recently told him of his intentions to remain in the property and not to vacate. Justice Gould issued an order requiring Mr. and Mrs. Bowen to show cause by September 20 why they should not deliver the property to Mr. Harrell.

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The long life built into "General" cords has been developed by perfect construction and the assembly of faultless materials.

"Generals" are built for endurance—every cord is evenly and fully expanded by air pressure before the tires are cured, eliminating all danger of stretching when inflated on the wheel.

Being strongest at point of greatest strain they give double the wear.

The giant strength of "Generals" saves the car and enhances power.

They cover more miles to the gallon of gasoline—their resiliency brings easier riding and easier control—and they coast farther. Long tire-life means tire economy, and "Generals" insure both, in principle and by performance.

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